

# Joint Study Committee on the Electrification of Transportation 10.25.22

## *County Interest in Electric Vehicles*

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Advancing Georgia's Counties.

# County Interest in Electric Vehicles

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- Affects on Motor Fuel Collections
  - Local Sales and Use Tax on Motor Fuel
  - LMIG
- County Owned EV Charging Stations
- Zoning / Permits / Inspections
- Public Fleets to Evs
- Economic Development

# Affects on Motor Fuel Collections

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- Local Sales Taxes Levied on Motor Fuel: (capped at \$3 per gallon)
  - LOST, SPLOST, ESPLOST, HOST, MARTA
  - Motor Fuel is exempt from TSPLOST taxation
  - Sales Tax Rates Chart: <https://dor.georgia.gov/sales-tax-rates-prepaid-local-tax-motor-fuel-highway-use>
- Local Maintenance & Improvement Grant (LMIG) Program:
  - LMIG funds, administered via formula by GDOT, are tied to state motor fuel excise tax collections.
    - Georgia Code specifies that funds allocated each fiscal year for LMIG shall be not less than 10% nor more than 20% of the money derived from motor fuel excise taxes received by the state in the immediately preceding fiscal year.
  - Less motor fuel consumption = less LMIG
- What ever replacement funds are used, ACCG asks that the state's investment in local transportation infrastructure remains.

# Examples: County EV Charging Stations / Fleets

- **Elbert County:**
  - 3 EV charging stations at County Courthouse and County Government complex – free public use;
  - Funded by the county, city, and donations; and,
  - Viewed as a marketing tool to get people downtown and as service to their citizens.
- **Cobb County:**
  - 8 customer facing EV chargers; 47 county only EV charging stations
  - One of the largest electric fleets in the Southeast:
    - 66 all-electric vehicles - 110 hybrid Police interceptors - 4 electric motorcycles - 4 Mustang Mach-E's and 1 Ford F150 Lighting
  - County funds + funding from GEFA grants (State Energy Program: from 2014 – 2016 provided local governments w/ rebates to install EV chargers) and local partnerships (i.e. Nissan North America )
- **Putnam County:** “in the que” for an electric fire truck
- **Troup County:**
  - Placing EV charging stations in high density centers on county property;
  - Partnered with their local General Motors dealership; and,
  - Compares this service to the county providing Wi-Fi hot spots for their community.

# Zoning / Permits / Inspections

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Discussion Points around zoning, permitting and inspections:

- Private Residences vs. Multi-Family and Public Charging Stations
- De-commissioning, if abandoned
- Electrical infrastructure capacity and equipment standards
- Signage
- Security and lighting
- Operation and maintenance

“We are trying to strike a balance with the zoning standards to being EV friendly, while at the same time, not allowing the stations to become a nuisance should they become unsightly, unsafe or inoperative.”